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Horses for Europe

Canada will ship 5,000 work horses to the Netherlands, and 700 to France before the end of the year if shipping space is available. Horses to go to France must weigh 1,300 pounds and upwards, and must be

three to eight years old. Horses going to the Netherlands must weigh a minimum of 1,450 pounds, and be five to nine years old. Most of the horses will be obtained from Western Canada.

The war cost Canada \$16,000,000 to V-J Day.

Canadian National Railways System

Montreal, Sept. 6.—In a message addressed to the Canadian public, Mr. P. C. Vaughan, chairman and general manager of the Canadian National Railways, has expressed the appreciation of the railway system for the cooperation given during the war by the millions of train and sleeping passengers, shippers of freight and express, hotel guests and patrons of the telegraph and other services. The Canadian National ability to fulfill its gigantic war duty "to the credit and satisfaction of the nation," he said, "is due not only to the skill, devotion and loyalty of those who are our workers, but to the large measure also to the Canadian public who, by their generous responses to appeals for help and their uncomplaining acceptance of restrictions and controls, lightened our burden." He made particular mention of "the unnumbered citizens who refrained from travelling needlessly as their contribution to the common cause."

From the outbreak of the war in September, 1939, to V-J day, Canadian National passenger train miles amounted to more than 138 million according to the Bureau of Statistics. Passenger car miles totalled more than one billion, 217 million. It is estimated that more than 155 million passengers were carried; up to the end of last year, more than four million troops had been transported in 6,500 special trains. The movement of troops returning home from overseas is still continuing and figures are not yet available concerning the size, but tens-thousands of all troop trains

required for these movements are being provided by the Canadian National. Special workmen's trains, operated to and from war plants, carried over 41 million passengers. Nearly 26 million meals were served to military and civilian passengers on Canadian National diners during the war period.

The Canadian National loaded more than 481 million tons of freight during the war. Freight train miles aggregated more than 248 million freight car miles, nearly 11 million net ton miles, more than 180 million ton-miles. The Canadian National steamships travelled four and a half million miles in war service and a number were victims of enemy action. These were converted into fighting naval units and used. "The Lady Byng," was Canada's first hospital ship. Hospital express and telegraphic departments all contributed largely to the nation's war effort.

Halifax is now's best airport—the worst dock.

The Weather

The first frost of the season occurred on the western side of Alberta on the night of August 15th. One of the heaviest rainfalls of the year occurred over the west-end of August 26th. Precipitation of 1.19 inches was recorded in Calgary. Fall fell at different points in southern Alberta.

Canada's fore-laneing Merchant Navy has increased from 37 vessels in 1939 to 175 vessels in 1945, despite loss of 55 vessels as a result of enemy action.

The Canadian radio industry in 1944 produced \$200,000,000 worth of electronic equipment for Canada and its allies, compared with an annual pre-war production of approximately \$10,000,000.

Twins and War-Bride from Britain



Over 200 British brides of Canadian airmen and soldiers arrived in Canada recently. Here are shown Mrs. Vincent Honig and her twin boys, Raymond and Roger, photographed at the Canadian Pacific Railway Windsor Station, Montreal, as they returned for a few hours before continuing their trip to the home of LAC Vincent Honig at Eastern, Saskatchewan. The trio will make their home with Mr. and Mrs. O. Honig, until their Air Force husband and father, at present fighting in Germany, returns to Canada.

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TO THE CANADIAN PUBLIC
WE SAY

Thank You

DURING the war, so happily ended, the Canadian National Railways, as Canada's greatest transportation system, had a gigantic task to do.

Our ability to fulfill this duty to the credit and satisfaction of the Nation is due, not only to the skill, devotion and zeal of those who are our workers, but in large measure to the Canadian Public who, by their generous responses to appeals for help and their uncomplaining acceptance of restrictions and controls, lightened our burden.

We wish to thank the Canadian Public sincerely for their help—the millions of passengers who used our trains and steamships, the shippers of freight and express, the guests in our hotels, the patrons of our telegraph and other services, and the unnumbered citizens who refrained from travelling needlessly as their contribution to the common cause.

The surrender of the last enemy has ended the fighting but it has not ended the war job of the Canadian National Railways. The men and women in the Services have to be brought home without delay and for that purpose we shall continue to employ all our available passenger equipment. Millions of tons of materials must be transported for industrial reconversion.

So in saying "Thank You" we express the hope that in carrying out these and other extensions of our war job, we may continue to enjoy the undiminished standing of the Canadian Public.

Walter L.
Chairman and President

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